

Ex Tigre, 5th December.
 Ex Bonnai, 7th January, 1868.
 G. A., ... 1 case Watches.
 R. T. B. 531, ... 1 case paper.
 C. BERTRAND,
 Principal Agent,
 Hongkong, January 20, 1868.

STINE HEARD & Co.
Sole Agents in China,
Shanghai, 1867.

NOTICES.

January, 1868.
New, \$480
Old, 675
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Old, 25 per cent.
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NOTICES.

January, 1868.
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hereafter indicate, for the information of our contemporary of *Pail Mail*. It will be found to have a material bearing on the military contribution question.

AN ARCHITECTURAL LESSON.

We hear upon good authority that the French authorities at Saigon have taken a most wise and politic step, as regards both the pockets of the government and the comfort of official residents. M. du Chasse, the French Consul at this port, has been charged by Vice-Admiral de la Grandiere to make certain proposals to Mr. Hermite, the architect of the City Hall, which will result in his leaving by the *Donnai* for Saigon, where he will study the best form of building (combining ease, elegance, and healthiness) for Cochinchina. Had a similar arrangement been despatched to the Consular posts previously to the erection of the Consular buildings and offices, some of the unsightly blocks which now exist would have been substituted by more reasonable erections and much public money would have been saved.

HYDROGRAPHIC CARE.

THE loss of the steam transport *Bosphorus*, near Zitzikama point, calls for strong comment. The proverbial carelessness of the Admiralty authorities in neglecting to provide ships with proper sailing directions and charts, has been too often noticed to be any novelty to the great mass of newspaper-readers either at home or in the colonies. But in consideration of the remarkable disclosures elicited at the enquiry upon the loss of the vessel, and of the fact that but a short time since H. M. S. *Orpheus* met a similar fate from similar causes, it becomes worth while to enquire what measures are being taken to avert such catastrophes in this part of the world. By the evidence adduced at, and subsequently to, the court held upon Captain Alexander, it appears that the following vessels have been lost in the same neighborhood:—the French ship *L'Aigle* in 1850; the British ship *Queen of the West* upon the same night and at the same spot; the French ship *L'Auguste* in 1857; the *Lady Head* in 1858; and the *Oppey* last year. Furthermore the *Rumymede*, abandoned some 70 miles off the coast, was drifted to the same spot by the local currents. And yet with all this mass of painful experience before it, the Hydrographic department of the British Admiralty deliberately issues the Admiralty Chart for 1864, No. 596, instead of the later edition of 1867; while, to add to the disgraceful neglect which has characterized the whole matter, the latest English Edition of Horsburgh's sailing directions totally ignores the notice contained on the very subject of the dangerous currents in this locality by the French translation of 1861!

We in China have not of course so vivid an interest in the navigation of the South African coast, as those connected with the Cape Colony, but there are nevertheless two points of view in which we cannot remain unaffected by the carelessness exposed in the Cape papers. The sailing course route to China is still, despite the steam companies of vast importance, and vessels intending to touch at the Cape are liable to the same danger as that in which the ill-fated *Bosphorus* perished—as witness the loss of H.M.S. *Oppey*, bound from Hongkong to England. But will more the neglect which permits so well known and frequented a portion of the world as the neighborhood of the Cape of Good Hope to remain insufficiently piloted and charted is exceedingly likely to extend its carelessness to so comparatively unknown a coast as that bordering the China Sea. We are quite aware of the valuable services now being rendered by the *Sydney* and *Riflesman*, surveying ships, and that the results of their labours are from time to time given to the naval world in the form of printed circulars. But we venture to express a doubt whether any vessel in these seas possesses a record of all the available information which has been placed on record respecting their navigation. The dangerous currents near Cape Zitzikama have been more than once alluded to and expatiated upon by the Cape papers, but as Admiralty charts-papers do not authorize a subscription to local newspapers, and Naval officers generally entertain an idea that they can learn but little from their perusal, the comments and information passed unrecorded and unnoticed. We venture to assert that the Naval department would be considerably benefitted by the information which so constantly appears under the head of "shipping reports" in Colonial papers all over the world, and the extension and placing on record by a competent officer of the often valuable remarks afforded by masters of the Mercantile Marine would result at the end of a year in a visible and useful accession to hydrographic knowledge. The knowledge moreover that the hydrographic department of the station received and kept copies of all interesting reports would lead the masters of Merchant vessels to take additional care in their preparation and to authenticate them by their signatures instead of, as is sometimes the case, leaving shipping reporters to gather as much or as little as they chose from a conversation with the officers, or a hasty reference to the official log. On the China coast special facilities exist for obtaining information which does not fall within the ordinary scope of Naval men, and were more interest evinced in its collection the benefit would extend to the Royal and mercantile marine alike. We trust that an inexcusable ignorance of any particular fact on the part of the Naval authorities in China, will not result in a catastrophe so sad as that of the loss of the *Bosphorus*.

LOCAL.

This Band of the 73rd Regt. will perform in the Public Gardens on Tuesday, the 28th Instant, commencing at 4 o'clock p.m. The following is the programme:—
Overture, "Tampa," Herold.
Quadrille, "L'Amour," Laurent.
Scherzo, "Lucia di Lammermoor," Donizetti.
Valse, "Die Elfen Reigen," Gungl.
Polka Mazurka, "Violetta," Faust.
M. E. TROY, Band-Sergeant, Conductor.

TO-DAY'S POLICE.
Two cases of street gambling were brought before Mr. May this morning, including five Chinese, who were each fined \$1.
Two suspicious characters for three months, one by imprisonment for three months and a security, and the other (a young boy) with twenty strokes on the breech.

John Johnson, seaman of St. China, was charged with the old offence—drunk and disorderly, in addition to assault on the Police. P. O. 70 deposited to the "drunk" and the personal damage received; and his worship gave prisoner the option of paying 60s. or going to hard goal labor for one month.

Kon Atang, who purported to be a chair-coolie, was charged with having assaulted another Chinaman, and stolen from his person a purse containing \$3, together with a cap and a pair of boots. His Worship ordered the No. of the chair to be handed to the Registrar General, and the holder thereof be sent to goal for six months.

A gun dealer having broken a number of eggs for sale by a poor hawk in Canton Bazaar after being refused credit, broke the hawk's head on being asked to pay for the same. His Worship lectured the prisoner on the evil influence of soldiers and policemen having quarrels with Chinese shopkeepers; and then ordered him to pay a fine of \$5 or go to goal for ten days. The fine was paid.

The account of the Wanchai Gambling-house appeared to charge the master of the passage-boat trading between West Point and Wanchai with having received the price of a load of charcoal supplied by a West Point house, without having any authority for so doing. The offence was discovered by the seller of the charcoal calling for his money. Prisoner, according to complaint, received a bill produced. His Worship asked complainant if defendant was a respectable man; to which defendant replied that he did not know. The Magistrate suggested that defendant might be a respectable man, being master of a passage boat; and that it was less probable that complainant was so respectable, seeing that he was accountant to a gambling-house. A grin of surprise but satisfaction passed over several Celestial faces as this remark fell from the Bench. He (his Worship) would much sooner believe that defendant did not get the money; or, in other words, that the gambling accountant was telling a falsehood. At all events, it was not a criminal act; and the gambling accountant could settle it, if he chose, at the Summary Court. Defendant was discharged.

A Chinaman with a most "hang-dog" expression of countenance was charged with stealing a valuable jacket from complainant on Pail evening last, in Tai-ping-shan. Sergeant Teller stated that he saw the robbery, and gave chase to the prisoner, who dropped the bundle, and gave him a long race for it: he jumped a 12-feet wall, and was caught in the strand. Prisoner admitted having seen a man running with a bundle, but swore that he was a stranger to him: he was himself a hawker of congee. A woman appeared who said that she did not know the man, but that he had been in the last month at least. His Worship said that the prisoner would be treated leniently, and sent him three months to goal.

On Saturday afternoon last, the praiseworthy desire of a Celestial to keep up the small Chinese festival led him to entertain a small and select party of friends at the corner of a street, the feast consisting of a little quiet gambling. But alas! for the calculations of our unfortunate friends. Chinaman deposits and policeman disposes. While the excitement of the game was at its height a native police man crawled slyly up and making a clever pounce, secured the "Chairman" in the midst of the proceedings; collecting together the cash, tetan, &c., he (police) turned to the assembled Chinaman, and asked him to produce his money, which he refused to do, exclaiming at the same time: "No one can cheat him!"

Our Whampoa Correspondent writes under date January 24th:—Last you think that Whampoa during the past two months of almost incessant drought has "dried up" altogether. I hasten to apprise you that this interesting locality, if not thriving, is still in existence. Comparatively speaking, I think I may be justified in saying that there has of late been quite a "sprout" in these "diggings," and that the Docking Interest has been "looking up" for awhile. At the Hongkong and Whampoa Docks, whereabouts I am in the habit of perambulating casual, and I asked but a few days since not less than four steamers in hand, viz. the *Donnai*, the *Flying Dragon*, the *Douglas*, and the *United Service*. They have all left now, or are in the act of leaving, and half a dozen or so of sailing vessels are all that remain in the reach to be "lookers on" in Whampoa, while the natives celebrate their New Year to-morrow, and for a few more months to come. This for this great "festivity day," among the Celestials has not been heralded by robberies, and other crimes erst so common at this season, but it is difficult to say what the vagabonds may not expect in that particular "line" before their holiday has actually dawned. Since yesterday the weather has set in cold and rainy, and the thermometer has fallen from 70° to 62°.

This Mr. Editor, is the entire budget of news I have to convey on this occasion, but I trust that I may soon be afforded an opportunity of expatiating on subjects of greater interest from here.

THE PORTAL CONTRACT.—The following members voted against the new contract with the Peninsular and Oriental Company: Messrs W. S. Allen, A. B. Artyon, J. Canahill, W. Graham, G. Hadfield, Lord W. M. Hay, Messrs H. Jackson, G. Leach, G. J. S. Lefevre, G. M. Newwood, G. Seely, M. W. Thompson, and the Hon. G. Waldegrave-Lieff. Tellers—Mr. M. Laren and Mr. J. B. Smith.

LADY ESMONDE, widow of the late Right Hon. Sir Thomas Esmonde, has, it is said, bequeathed the sum of £30,000 to the benefit of Trinity College, Dublin, to build and endow a classical school in the county of Waterford.

HONGKONG FIRE INSURANCE COMPANY.

We requested to correct a slight error which occurred in our morning report of the meeting of the shareholders in the above Company. Mr. Bosman is represented to have said: "that the new office ought to accept Marine risks as well as those against fire. He would therefore suggest that marine risks should be accepted." Owing to the low tone in which Mr. Bosman spoke the above was what appeared to be his meaning. I did not, however, advocate any proposition to accept marine risks in future. He merely remarked that as the Company terminated on 11th May, 1869, it would be desirable to take some steps with regard to the acceptance of risks expiring after that date, as although such was not the practice with Marine Insurance Companies, he considered that it would be well for this Company either to effect re-insurances of such risks or to provide that the new Company to be formed at the expiration of the present one should take them over.

Report for presentation at the second Ordinary Meeting of Shareholders to be held at the office of the Company in the Queen's Road, on Saturday the 25th January, 1868, at 3 p.m.

The annexed statements show a balance in favor of the Company, exclusive of capital, of \$93,210.43, from which will have to be deducted the following sums, viz., balance of claims at the fire of the 23rd November 1867, not yet paid, \$15,793.44; Compensation to General Managers and Agents not yet paid, \$3,377.84; one year's premium, \$1,200—\$26,371.28, leaving the sum of \$66,839.15 to the Credit of the Company after payment of all losses and charges, and exclusive of capital. The total net loss sustained by the Company at the fire of the 23rd November last in Hongkong was \$58,951.60. A sum of \$63,000 is now deposited with the Hongkong and Shanghai Banking Corporation, bearing interest at the rate of 6½ per cent. per annum. Eighteen shares have been allotted during the past year and the capital account with the Hongkong and Shanghai Bank now stands at \$81,000. Although the position of the Company, as shown by the accounts, is highly satisfactory and would admit of the declaration of a dividend, the Committee are of opinion that in the permanent interests of the Shareholders it would be unwise to make a division of profits at present, and they therefore recommend that the whole amount be carried forward to new account.

WORKING ACCOUNT.

From May, 1866 to 31st December, 1867.

To Net Premium collected, to 31st Dec. 1867.
Hongkong, \$99,704.18
Shanghai, \$9,627.00
Amoy, \$3,000.74
Yokohama, \$2,900.37
Chinkiang, \$157.39
Ningpo, \$156.35
Foochow, \$1,089.33
Tientsin, \$154.44
Hankow, \$1,703.66
Total, \$118,382.80

To Interest, \$13,491.90
Total, \$131,874.70

By Charges as follows:—
For Salaries of Assistants and Surveyors, \$7,483.19
Cost of maintaining Engine, \$591.78
Advertisements, Stationery, Printing, &c., \$1,026.75
Lawyers' fees and legal expenses connected with the formation of the Company, \$1,997.00
Subscriptions to the Fire Brigade in Shanghai, \$809.19
Office rent to 31st Dec. 1867, \$700.00
Total, \$12,607.91

By Account of Losses:—
For losses under policies Nos. 34, 45 and 213 at Fire in Hongkong on 30th October 1867, \$4,715.00
Damage to property on Yuen's premises on 5th February 1867, \$92.77
Fire at Morgan Lambert & Co's godown on 28th November, 1867, \$54,763.18
Fire at Chas. Colson's godown on the same date, \$11,895.00
Damage done to Chinese property on the same date, \$2,500.00
Total, \$70,966.95
By Balance, \$60,917.75
Total, \$131,884.70

BALANCE SHEET.

To Paid up Capital 102 Shares, \$ 81,000.00
Balance of working account transferred, 93,210.43
Total, \$174,210.43

By cash in hand, \$ 3,113.73
" with H'kong and S'hai Bank in current a/c, 12,529.88
" Capital, 81,000.00
" Deposit, 70,000.00
5 Shares in the China Fire Insurance Company, 5,014.95
Cost of Steam Fire Engine, 2,551.80
Total, \$174,210.43

(Sd) JARDINE, MATTHEW & Co.,
Gen. Mngs. Hong Kong Fire Ins. Co.,
Hongkong, 25th January, 1868.

A BRITISH CONSUL AT SAIGON.—We understand that the representations made to Lord Stanley on the subject of the appointment of a Consul at Saigon have produced a promise that the appointment will be provided for in the next year's Civil Service Estimates.—*London and China Telegraph.*

Mrs. MARGARET STONE, aged 117 years, the oldest person in Pennsylvania, died in Harrisburg on November 9. Her death was caused by falling downstairs.

A DESPATCH from Havana states that Juarez has sent a commissioner to Washington to negotiate a loan of \$12,000,000. The Austrian squadron in the Levant has been recalled in order to escort the body of the Emperor Maximilian on its arrival on the coast of Austria.

MEDICAL MISSIONARY SOCIETY IN CHINA.

The Twenty-Ninth Annual Meeting of this Society was held in Canton at the house of Messrs Olympt & Co., on Wednesday, the 22nd day of January, 1868. Present: D. Robertson, Esq., C.B., [H. B. M. Con.], in the Chair; G. Nye, Jr., Esq.; R. Von Carlowitz, Esq.; Theo. Sampson, Esq.; H. Davis, Esq.; F. Wong, M.D.; Rev. J. C. Nevill, Rev. E. Eitel, Rev. C. F. Preston, Rev. J. Anderson, Rev. A. Folsom, Rev. R. H. Graves, M.D., and J. G. Kerr, M.D.

The notice calling the Meeting was read. The minutes of the last Annual Meeting, and of a Special Meeting held on Friday, April 6th, were read and approved.

The Reports of the Hospital in Canton and of the dispensaries at Shing-lung, Wuchan, and at Pok-lo, were presented to the Meeting and an abstract of them read, as follows:—

Out-patients have been received at the new hospital on Mondays and Fridays, and at Kam-lan on Tuesdays and Saturdays. Wednesday have been devoted to vaccination operations and Thursday to vaccinations. The dispensaries at Shing-lung, Wuchan (in Kwong-si), Pok-lo, Shik-lung, and Tai-ping, have been continued. The following table shows the aggregate attendance at the above-named places:—

Pok-Tsai Hospital.	Males	Females	Total
Out-patients,	6593	2500	9093
In-patients,	306	106	412
Surgical Operation,			733
Vaccination,			182

KAM-LAN-PAN.
Out-patients,

Out-patients at Wuchan,

Out-patients at Shik-lung,

Out-patients at Tai-ping,

Out-patients at Shik-lung,

Out-patients at Tai-ping,

Out-patients at Shik-lung,

Out-patients at Tai-ping,

Out-patients at Shik-lung,

THE LOSS OF THE BOPHOS.

In our last we mentioned the wreck of the steam transport *Bosphorus* off the Cape, on Oct. 21, and the loss of 49 of her crew. We have commented upon the disaster elsewhere.

The following is the captain's version of it:—
Capt. J. A. Alexander's Statement.

I left Liverpool, after having personally seen that the charts on board corresponded with those on land, and the admiral, and arrived off Simon's Bay on the evening of the 18th, anchored there at 8.30 a.m., 19th, and left again at 1.20 p.m. for this port, passing L'Agulhas about midnight, about 25 miles off.

At noon of 20th, I found my position to be by observation 35° 45' S. latitude, 22° 23' E. longitude. I then steered E.N.E., by standard compass, for about 42 miles. At 4.30, found by astronomical variation of standard compass was 10° W. I then steered E. by S. + N., which was continued till midnight, about 75 miles. At 10.30 p.m., left deck in charge of chief officer, with instructions to steer from midnight E. by N., and to call me in case anything happened in night before day-break. These courses I gave, making due allowance for the current as marked on Admiralty Chart, No. 596, now handed in, and referred to in S. A. Pilot of 1865. About 1 a.m., "Land on port bow" was reported by second officer. I immediately went on deck and ordered the engines to be stopped and reversed full speed, the helm being already hard-a-port. Before these orders could be carried out, the vessel struck heavily. Every exertion possible was made by all on board to get the vessel off, without success. The heavy sea-rough rendered all our boats and gear useless, which was at daylight despatched with line to effect communication with the shore, distant about half a mile, the intervening space being nothing but jagged rocks, nearly hid at high water. Before the boat had got fifty yards she was capsized and stove, the crew reaching the shore with difficulty. Soon after daylight the main-mast fell over the side, and the vessel finally broke up, the remaining crew being engulfed,—three saved reaching shore on portions of wreck. At the time the vessel struck, I considered she was about twenty-five to thirty miles from shore, and can only attribute her wreck to the currents, having obtained good observation for compass the day previous, and being quite confident of my position at noon of 20th, and ever since. I have been in command for sixteen years, twelve of them under my late owners, nine of which in steam; and three in sailing, vessels, to India. My certificate and all other papers are lost with vessel. With the above statements I would respectfully hand in a letter received from Mr. Chabaud, bearing on the strong local currents, and leave the case in your hands, assuring the Court that the unfortunate disaster is not felt by any one more than by myself.

J. A. ALEXANDER.

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J. A. ALEXANDER.

it would be necessary for them to exercise more than ordinary caution and prudence when off Cape St. Francis.

I have, in corroboration of above, to mention the loss of U.M.S. *Oppey*, and the *Rumymede*, which latter vessel was abandoned 70 miles off, and was drifted by the current to a spot between the *Oppey* and where your vessel struck.

I have the honor to be, Sir, Your obedient servant,
GUSTAVE HENRI CHABAUD,
Vice-Consul of France.

P.S.—I also enclose extract from 7th edition of

